

QXC-4714
Copy 7

22 March 1963

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Dear []

The problem of ejection seat instability after rocket burnout has been recognized throughout our program. The recent decision to keep the man in the seat four seconds if he has to eject under high speed conditions, calls for a closer look at this situation. At the start of our program there was little known throughout the aircraft industry regarding ejection seat stabilization. However, the state of the art has advanced via North American's A3J escape system, the work of Stencel and Douglas for the Navy in power deployment systems for parachutes, the P-106 "B" seat and, of course, the Martin Baker system. These facts indicate the need for some serious engineering research in advance of our P-106 ejection seat tests. The problem is not a simple one but if we were to have chute-seat entanglement at time of separation on any of these tests or test results indicate a good possibility of entanglement, then some fix would be called for. Would you please let me know what your thoughts are on this matter.

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[] has had a chance to examine the Rocket Jet release you decided upon and was able to make it release without depressing the roll bar. Since that particular release had been reworked he thinks that the problem was really one of inadequate tolerance. However, this points up the necessity of ensuring proper tolerance of the production releases.

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[] has been able to reduce the oxygen usage by 1 1/2 lpm on runs of 15 - 20 minutes by using a compensating exhalation valve and plans to make longer runs in the near future.

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[] is forwarding a description on the seat recovery chutes which will be made by [] I am ordering five.

Sincerely,

JOHN

[]

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DD/OSA/ []

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Distribution:

- 1- [] (Lockheed Aircraft)
- 2-DD/OSA
- 3-DD/OSA
- 4-RE/OSA
- 5-DD (Chrono)

DOCUMENT NO.

NO OTHERS IN CLASS. ☐

☐ 100-100000

CLASS. DATE 10/20/12

REVIEW DATE

APPROV. DATE

DATE 11 Feb 82

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